

OVERLAND FARES ONLY RECEIPTS

ABOUT 90,000 POUNDS CAME
FROM BOSTON IN AUTO
TRUCKS YESTERDAY.

No arrivals of fresh fish by water have been reported here since yesterday. Fresh fish receipts amounting to 9000 pounds, were brought overland to the Gorton and Pew branches of the Gorton-Pew Fisheries company yesterday afternoon and this morning. None of the gill netters went out yesterday, but nearly all of them are hauling gear today.

Gloucester Arrivals and Receipts.

The arrivals and fares in detail:
Overland receipts, from Boston,
90,000 lbs. fresh fish.
Sch. Doris M. Hawes, via Boston.
Sch. Raymonde, via Boston.
Sch. Arthur D. Story, via Boston.
Sch. Doris F. Amoro, via Boston.
Sch. Edith L. Boudreau, via Boston.
Sch. Natalie Hammond, via Boston.
Sch. Cape Ann, via Boston.

Sailed.

Sch. Dacia, halibuting.
Sch. Babe Sears, dragging.
Sch. Herbert Parker, dragging.
Sch. Angie L. Marshall, halibuting.
Sch. Oretta F. Soinney, halibuting.
Sch. Emma Marie, shore.
Str. Newton, Boston.

On the Railways.

Boat St. Rita is on Rocky Neck
Neck railways.
Boat Florence K., is on Parkhurst's
railways.

TRAWLER RAN INTO

TEETH OF GALE

Her radio antennae carried away by the gale, the Diesel trawler, Fordham, built at Bath last year, put into Portland harbor yesterday after a night at sea which her master, Capt. John Augersen of Boston, described as the worst he ever had experienced.

The skipper was high in his praise of the Bath built trawler, saying that the Fordham and her sister ship the Notre Dame, also built at Bath, are the two best sea-boats in the trawler fleet.

In the holds of the Fordham were 110,000 pounds of groundfish, caught on the Georges' bank, and they were taken out at the Burnham & Morrill Company's plant, East Deering. Late Wednesday afternoon the Fordham shifted to Central wharf for ice, and will sail for the banks this morning.

Capt. Augersen predicted that Portland will see a lot of the trawling fleet this summer. The company which owns this vessel, the Frank J. O'Hara Company of Boston, plans to send one vessel a week to Portland, and other companies also will order that trawlers into Portland, he said.

BOSTON SUPPLY IS LARGER TODAY

ALMOST A MILLION POUNDS,
FISH BROUGHT IN BY
TWENTY CRAFT.

A fleet of 20 craft furnished a good supply of nearly all kinds of fresh fish to dealers on the Boston fish pier this morning. Total receipts were 725,000 pounds of groundfish, 120,000 pounds of mixed fish and 19,000 pounds of sole. Prices were lower. Haddock was down to \$3.50, large cod fell to \$1.75 to \$2 and markets \$2.

Rail receipts yesterday included 2106 boxes of frozen Canadian smelts and 125 boxes of frozen salmon from British Columbia. The Yarmouth boat arriving yesterday brought 566 crates of lobsters, the largest single lot to come down thus far. Despite recent bad weather and extensive damage to their gear, the Nova Scotian lobstermen are securing big hauls and shipments to the Boston market are increasing week by week.

Boston Arrivals and Receipts.

The arrivals and fares in detail:
Str. Patrick J. O'Hara, 25,000 haddock, 32,000 cod, 3500 mixed fish.

Str. Alden A. Mills, 43,000 haddock, 36,000 cod, 7000 mixed fish.

Str. Breaker, 46,000 haddock, 34,000 cod, 4000 mixed fish.

Str. Ebb, 24,000 haddock, 65,000 cod, 30,000 mixed fish.

Sch. Vasco da Gama, 44,000 haddock, 6000 cod, 1400 mixed fish.

Sch. Frances J. Manta, 3000 haddock, 3000 cod, 14,000 mixed fish.

Sch. R. Eugene Ashley, 9000 haddock, 6000 cod, 13,000 mixed fish.

Sch. Amelia M. Pereira, 75,000 haddock, 10,000 cod.

Boat Venture II., 5000 haddock, 19,000 cod, 4000 sole.

Sch. William L. Putnam, 30,000 haddock, 29,000 cod.

Sch. Magellan, 13,000 haddock, 30,000 cod.

Sch. Catherine F. Saunders, 18,000 haddock, 2000 cod, 15,000 sole.

Sch. Mary and Julia, 22,000 haddock, 15,000 cod, 3100 mixed fish.

Sch. Julia, 7000 haddock, 13,000 cod, 5000 mixed fish.

Sch. Olive M. Williams, 4000 haddock, 1500 cod, 11,000 mixed fish.

Sch. New Bedford, 3000 haddock, 8000 cod, 14,000 mixed fish.

Sch. Stranger, 500 haddock, 1500 cod, 10,000 mixed fish.

Sch. Gov. Al Smith, 30,000 haddock, 3000 cod, 3000 mixed fish.

Sch. Laura Goulart, 17,000 haddock, 50,000 cod.

Boat Josie, 1000 mixed fish.

Haddock, \$3.50 per cwt.; large cod, \$1.75 to \$2; market cod, \$2; hake, \$3.25; pollock, \$2.50; cusk, \$2; gray sole, 7 to 8 cents per lb.; lemon sole, 5 cents; black backs, 7 cents; yellow tails, 3 cents; catfish, 3 cents.

BOSTON SENT DOWN THREE FARES

SPLITTERS ALSO RECEIVED 70,000
POUNDS BY AUTO TRUCK
FROM HUB.

Three local craft reporting at the Boston Fish Pier yesterday, brought their fares here during the afternoon to the Gorton-Pew Fisheries Company for splitting. Overland receipts amounting to 70,000 pounds were also brought to the same concern by trucks. The only fresh fish arrival this morning is the boat Francis C., with a small amount of fish. Sixteen of the gill netters lifted gear yesterday for the first time in three days and landed an aggregate catch of 42,000 pounds.

Gloucester Arrivals and Receipts.

The arrivals and fares in detail:
Sch. Laura Goulart, via Boston,
80,000 lbs. fresh fish.

Sch. Magellan, via Boston, 33,000 lbs. fresh fish.

Sch. William L. Putnam, via Boston.

Overland receipts, 70,000 lbs. fresh fish.

Boat Francis C., dragging, 500 lbs. fresh fish.

Sch. Governor Al. Smith, via Boston.

Sch. Imperator, via Boston.

Yesterday's Gill Net Receipts.

Boat Enterprise, 1800 lbs. fresh fish.

Boat Agnes and Myrnie, 2000 lbs. fresh fish.

Boat Inca, 6000 lbs. fresh fish.

Boat Mary A., 2000 lbs. fresh fish.

Boat Serafina II., 2500 lbs. fresh fish.

Boat Phyllis A., 1400 lbs. fresh fish.

Boat Mary J. Landry, 1500 lbs. fresh fish.

Boat Nashawena, 1500 lbs. fresh fish.

Boat Liboria C., 3000 lbs. fresh fish.

Boat Alicia, 1500 lbs. fresh fish.

Boat Joanna, 2500 lbs. fresh fish.

Boat Edna Fae, 3300 lbs. fresh fish.

Boat Naomi Bruce III., 4000 lbs. fresh fish.

Boat Lucretia, 2000 lbs. fresh fish.

Boat Elizabeth and James, 4000 lbs. fresh fish.

Boat Virginia and Joan, 1700 lbs. fresh fish.

Sailed.

Sch. Edith L. Boudreau, dragging.

Sch. Raymonde, dragging.

Sch. Doris F. Amoro, dragging.

Sch. Doris M. Hawes, dragging.

Sch. Philip P. Manta, Boston.

Sch. Olivia Brown, dragging.

On the Railways.

Sch. Elmer E. Gray is on Burnham's railways.

Sch. St. Peter, is on Rocky Neck railways.

Will Go Seining.

Capt. Leo Barnes will command the sub-chaser Mary W., in the southern mackerel fisheries this season.

FISH PIER BILL WAS ENDORSED AT HEARING

ONLY SEVEN IN BOSTON FLEET

RECEIPTS THIS MORNING TOTAL
440,000 POUNDS WITH SMALL
LOT OF HALIBUT.

Seven vessels furnished the supply to dealers on the Boston fish pier this morning. Receipts were quite large, but prices showed considerable improvement. Fares aggregated 400,000 pounds of groundfish, 41,300 pounds of mixed fish and 2500 pounds of halibut. Haddock sold at \$4 to \$5; large cod, \$2 to \$2.50, and markets, \$2.50. A shipment of 110 boxes of frozen salmon arrived yesterday from the west coast, consigned to the Atlantic company.

Boston Arrivals and Receipts.

The arrivals and fares in detail:
Str. Dorchester, 58,000 haddock, 3000 scrod, 11,000 cod.
Str. Trimount, 57,000 haddock, 12,000 cod, 11,000 mixed fish.
Str. Breeze, 45,000 haddock, 78,000 cod, 12,000 mixed fish.
Boat Charles M. Fauci, 32,000 haddock, 13,000 cod, 400 mixed fish.
Sch. Marie and Winnifred, 27,000 scrod, 6000 cod, 3300 mixed fish.
Sch. Ellen T. Marshall, 46,000 haddock, 12,000 cod, 5000 cusk, 2500 halibut.
Boat Mao IV, 800 cod, 11,000 mixed fish.
Haddock, \$4 to \$5 per cwt.; large cod, \$2 to \$2.50; market cod, \$2.50; pollock, \$1.50 to \$2; cusk, \$2; gray sole, 6 cents per lb; lemon sole, 5 cents; black backs, 6 cents; spawn, 10 cents; tongues and cheeks, 5 cents; catfish, 3 cents.

Lighthouse Changes.

Establishment of navigation passing lanes in Block Island and Long Island Sounds, between Hen and Chickens and Vineyard Haven Sound Lightships and Stratford Shoal Lighthouse, as an aid to the safety of coastwise shipping, will become effective April 2, is believed to be the forerunner of similar regulations for other congested coastal areas. The installation of two new buoys and the moving of two established buoys and a lightship will provide for two-way traffic in the area already mapped. Eastbound traffic will go to the south lane and westbound traffic to the north, the lanes being about a mile apart.

Fitting for Seining.

Boats Fannie Powell, Nova Julia, Natale II., and St. Rita, of the Progressive Fish Company's fleet, have hauled out of flounder dragging, and are fitting for seining.

No Objection Offered to Local Measure Before House Committee on Ways and Means

(Special to the Times.)

State House, Boston, March 20.—The question of financing the proposed fish pier in Gloucester came up before the House committee on ways and means yesterday. A group of prominent residents of Gloucester, headed by Mayor Parker and Attorney Carlton W. Wonson, counsel for the newly-formed Gloucester Fish Pier Corporation, told the committee that Gloucester, both the city and the fish pier corporation, are ready and eager to go ahead with the work, that preliminary plans are all ready and only await action by the legislature.

Under the bill as reported favorably by the committee on harbors and public lands, the state would spend \$663,000 for construction of the pier, the holding company in Gloucester to lease the pier and erect buildings at a cost of not less than \$300,000.

Senator Haley Opened Hearing.

Senator Cornelius F. Haley of Rowley opened the hearing with a statement on the financial aspects of the proposed construction. Representative Harold B. Webber of Gloucester, in addition to conducting the hearing and introducing the speakers, urged construction of the pier by the state as one more means of aiding in the present period of depression.

Engineer Francis E. Sellow of the State department of public works, who worked with the special recess commission on the matter, told the ways and means committee construction of the pier would take about one year. He said if the money were

Commonwealth.

Associate Commissioner of Public Works Herman A. MacDonald of Beverly said that "this is a year for public building construction." He pointed out that prices are presumably as low as they will ever be and urged that the measure be favorably reported.

Mayor Parker said the city is prepared to go ahead with the necessary street changes to provide for proper approaches to the proposed pier. Gloucester depends on the fish business, he said, and the pier will not be a gamble to the men of Gloucester.

Capt. Edward Proctor, president of the Master Mariners' Association of Gloucester, told of the great congestion at the Boston Fish Pier at the present time.

No Opposition.

Secretary Lawrence J. Hart of the Chamber of Commerce asserted that this congestion is due in great meas-

ure to the large increase in the fresh fish business in the last few years. He gave the committee the latest figures available demonstrating this increase, both at Boston and in Gloucester. All the speakers said the Boston and Maine railroad had promised to do its utmost to aid in the transportation of the fish if the pier is constructed.

There was no opposition and the committee took the matter under advisement.

Those Attending.

For purposes of introduction at the hearing of the Gloucester Fish Pier before committee on ways and means Thursday, March 19:

Those present at the hearing were Representative Harold B. Webber, Senator Cornelius F. Haley, Representative William T. Hudson, Carlton W. Wonson, Mayor John E. Parker, Capt. John A. Dahlmer, president of the Gloucester Fishing Masters-Producers Association and president of the Gloucester Fish Pier Corporation, Capt. Edward A. Proctor, president of the Master Mariners' Association and director of the corporation, Capt. Manuel P. Domingos, President of the United Fisheries Co., including some 30 or 40 and also a director of the Corporation, Capt. Charles Nelson, director of the corporation, Charles T. Heberle, director of the corporation, A. Harold Brown, director of the corporation, Capt. Gerry Shoaers, director Pier corporation, Capt. William Nickerson, vice-president of the Master Mariners' Association, Ex-Representative John A. Stoddard, treasurer of the Tidewater Engineering Company, George D. Morey, secretary of the Master Mariners' Association and E. Archer Bradley.

ACCEPT REPORT AGAINST BAN ON OTTER TRAWLS

(Special to the Times.)

State House, March 20.—The Senate yesterday afternoon, without debate, accepted the adverse report of the committee on conservation on the petition of Pearl S. King and others for legislation to prohibit during the spawning season the use of otter trawls in the waters near Gloucester, Newburyport, Rockport, Essex, Ipswich, Rowley and Newbury.

NEW SCH. ALVAN T. FULLER TAKES WATERS AT ESSEX

A pretty launching took place at Essex yesterday morning, when the sch. Alvan T. Fuller, built for Capt. Joseph Leavitt and designed by S. S. Crocker, slid down the ways at 10.30 o'clock. The launching went off without a hitch, and was witnessed by a small group of spectators. S. S. Crocker was also the designer of the Nova Julia, launched by A. D. Story last year.

The Fuller is modeled along the lines of the last Governor Fuller, also commanded by Capt. Leavitt, and is in the vicinity of 75 tons gross. The launching of the vessel has been delayed pending the arrival of sch. Corinthian from fishing. Capt. Leavitt having been in command of that craft. The new vessel will be equipped with a 230-horsepower engine and will be fitted for dragging.

N. S. Dried Fish Markets.

The only important item of news in the local market is that there is today a shortage of the supply of large "bank" fish and that as a result the price has advanced 50 cents per quintal. This advance, however, does not extend to small fish of which there is still an adequate supply. The latest advice from Porto Rico is that the market there is very soft, and that arrivals are more than sufficient for present needs. The outlook for small Lunenburg cure is not good at the present time. In the British West Indies about the usual sales are being made, but not at prices which show a profit to the exporter. There is no change to report in the South Brazil market, which continues demoralized. North Brazil market is holding strong at 42s.6d. per 128-pound drum or equal to \$6.50 per quintal here. But no shipments are being made locally as North Brazil buyers are placing their orders with Newfoundland which still has sufficient stock to give them what they require. All European dried fish markets are dull. There is no late news as to the situation in Iceland, but she, of course, will be heard from later on when the stock she has held in pickle all winter is dried and ready for marketing. On the whole, the world's dried fish situation today is decidedly weak, and there is a feeling that prices are not likely to show much improvement until the old season's catch is off the market. What the level of prices will be after that will, of course depend upon the size of the new season's catch and it may be it will be considerably smaller than this year. At least this is true of our own catch, for we understand the number of vessels going out from Lunenburg is only about half the number of the previous year.—Maritime Merchant.

LOCAL RECEIPTS FELL OFF TODAY

ONLY THREE FARES REPORTED
LANDED DURING THE
FORENOON.

Local receipts of fresh fish fell off considerably today, the landings being confined to three draggers with an aggregate catch of 7200 pounds of mixed fish. Sixteen of the gill net fleet fished yesterday, and landed slightly better than 28,000 pounds. No overland receipts were reported from Boston, and nothing came down to split.

Gloucester Arrivals and Receipts.

The arrivals and fares in detail:
Sch. Mary E. D'Eon, dragging, 5000 lbs. fresh fish.
Boat Virginia and Mary, dragging, 1500 lbs. fresh fish.
Boat Rosie P., dragging, 700 lbs. fresh fish.
Sch. Marie and Winifred, via Boston.

Yesterday's Gill Net Receipts.

Boat Enterprise, 1300 lbs. fresh fish.
Boat Mary A., 900 lbs. fresh fish.
Boat Serafina, II., 1500 lbs. fresh fish.
Boat Phyllis A., 900 lbs. fresh fish.
Boat Mary J. Landry, 1200 lbs. fresh fish.
Boat Nashawena, 1200 lbs. fresh fish.
Boat Eliza C. Riggs, 1500 lbs. fresh fish.
Boat Liboria C., 1500 lbs. fresh fish.
Boat Alicia, 1500 lbs. fresh fish.
Boat Joanna, 1000 lbs. fresh fish.
Boat Edna Fae, 1200 lbs. fresh fish.
Boat Naomi Bruce, III., 1400 lbs. fresh fish.
Boat Lucretia, 1500 lbs. fresh fish.
Boat Elizabeth and James, 800 lbs. fresh fish.
Boat Virginia and Joan, 500 lbs. fresh fish.
Boat Ramona, 1000 lbs. fresh fish.

Sailed

Sch. Gov. Al Smith, dragging.

On the Railways.

Sch. St. John and boat Nova Julia are on Rocky Neck railways.
Sch. Magellan is on Parkhurst's railways.

Portland Fishing News.

Portland dealers got 200,000 pounds of groundfish yesterday. The Ocean Trawling Company's steam trawler Alden A. Mills brought in nearly 125,000 pounds at the Burnham & Morrill Company's plant, and local schooners had a total of 75,000 pounds.

Arrivals reported Thursday night totalled 32,000 pounds. The gill netter Anna C. was high-liner with a 12,000-pound catch. Other craft and their fares were: Eleanor, 5000; Alice M. Doughty II., Alice M. Doughty, Lochinvar, Elizabeth B. and Pofisco, 3000 each.

ANOTHER SMALL FLEET AT BOSTON

SEVEN ARRIVALS TODAY HAVE
140,000 POUNDS—HADDOCK
AT \$4.50.

There were seven more arrivals at the Boston fish pier this morning. All had small fares and total receipts were only 120,000 pounds of groundfish and 20,000 pounds of mixed fish. Market remained about the same as yesterday.

A shipment of fresh shad, direct from the south, the season's first lot, was included in the rail receipts, also 103 boxes of frozen salmon and halibut. More than 200 barrels of yellowtail flounders were also received.

Boston Arrivals and Receipts.

The arrivals and fares in detail:
Boat Waltham, II., 18,000 haddock, 2000 mixed fish.
Sch. Marjorie Parker, 19,000 haddock, 1000 cod, 3000 scrod.
Sch. Henrietta, 15,000 haddock, 2000 cod, 3500 mixed fish.
Sch. Louise B. Marshall, 38,000 haddock, 16,000 cod, 12,000 mixed fish.
Boat Arthur and Matthew, 3300 haddock, 1500 cod, 1000 mixed fish.
Boat LaPaloma, 1000 haddock, 1900 cod, 200 mixed fish.
Sch. William S., 14,000 flounders.
Haddock, \$4.50 per cwt.; large cod, \$2 to \$3; market cod, \$2.50 to \$3; hake, \$3 to \$4; pollock, \$2; cusk, \$1.50 to \$2; gray sole, 5 cents per pound; black backs, 6 cents; yellow tails, 2 cents; spawn, 10 cents; tongues and cheeks, 6 cents; catfish, 2 to 3 cents.

The Lobster Market.

The lobster season in Nova Scotia for the district beginning just east of Halifax Harbor and extending around western Nova Scotia opened this week, but we have no report regarding the catches of fishermen up to the time of writing. So far as the canned lobster industry is concerned it would seem that packers will need to cut production costs very considerably in order that they may be able to sell at prices which will assure them a market in England; some say as much as \$6 per case compared with the opening last year. The fisherman will, of course, have to take less for his catch than he got last year, but there will need to be other savings effected by the packers as well. Too great an eagerness to get a maximum supply of lobsters has been the source of much expense to many packers in recent years; in fact, oftentimes the expense of getting this extra supply has been greater than the profits the supply produced. It is to be hoped that packers will make an effort to get together on this question this season; otherwise the outlook for profits will be anything but good. Don't expect all the sacrifice to be made by the fishermen, gentlemen! See what you can do to cut down your own overhead by eliminating expenses that are due to unhealthy competition! This is going to be a bad year for the fisherman, so don't make things any harder for him than you can help.—Maritime Merchant.

Fishing Notes.

The new motor vessel O.K. Service III., built for Capt. Seth Himmelman of LaHave and launched recently at Mahone, was at Lunenburg, took a crude oil engine aboard, and returned to Mahone to have it installed. The O.K. Service III. follows the O.K. Service and O.K. Service II., built for coastwise services and is intended for use between Nova Scotia and this port.